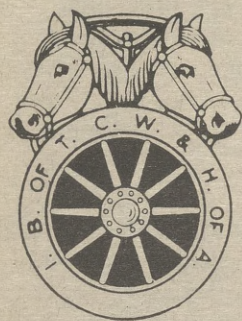


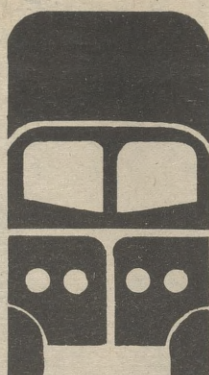
PRO-DEREGULATION MONDALE WINS POLL



Serving more than 75,000



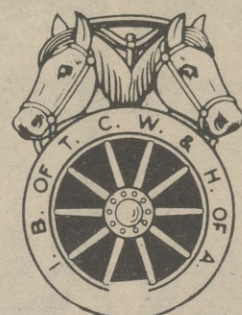
NORTHERN



Teamsters & their families



CALIFORNIA



TEAMSTER

VOL. 29, NO. 1

148

NORTHERN CALIFORNIA TEAMSTER

February, 1984

TEAMSTERS · JOINT COUNCIL 7 · PRESIDENTIAL POLL

1	W. MONDALE	2	4	5	3
2	R. REAGAN	1	9	5	1
3	A. CRANSTON		6	5	0
4	J. GLENN		4	3	5
5	J. JACKSON		2	8	3
6	G. MCGOVERN		1	9	4
7	G. HART			8	6
8	E. HOLLINGS			4	0
9	R. ASKEW			1	7

Results surprise some; Mack letter revealed

The Teamsters Joint Council 7 Presidential Poll ballots are in and counted, and some veteran Teamsters from Freight locals are scratching their heads in disbelief.

Former Vice President Walter Mondale, the Democratic Party candidate most supportive publicly of the trucking and airline industries deregulation which has cost at least an estimated 100,000 Teamster jobs, led all candidates with 2,453 votes, or 40 percent of the valid ballots returned.

Mondale in a written interview published in this newspaper last August, said, "The 1980 motor carrier industry deregulation which I supported, has brought about positive changes. It has provided oppor-

Back page



Organizing boost

315 and Machinists sign no-raid pact

Teamsters Local 315 and International Association of Machinists Local 824 have signed an important agreement pledging both unions to "promote harmonious relations and achieve the fullest cooperation . . . and to encourage mutual aid and assistance. . . ."

The agreement calls on both unions to resolve differences "amicably" and not to raid each other's contracts.

Viewed as a major step forward in increasing union strength in Contra Costa County and bringing about more successful organizing efforts, the agreement

is the result of a long period of informal cooperation between the two locals.

Long-time policy

Vince Aloise, 315 Secretary-Treasurer, said, "We've been working together for a long time. It was appropriate to put into formal language what has been the day-to-day practice between us and our brothers and sisters in the Machinists."

Aloise added, "In these hard times, what the labor movement needs is unity. We look forward to working together with the ma-

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S.F. auto dealers

Strike ends with offer acceptance

The strike of San Francisco Teamsters Autosalespersons Local 960 against three auto dealership owners in the city ended suddenly February 3 when striking members ratified a contract based on an offer from two of the dealers in January.

The members out on strike against the seven foreign car dealerships owned by Martin Swig at the San Francisco Autocenter, 2300 16th Street, were also sent back to work by Local 960, but Secretary-Treasurer Rudy Ortega said he hoped to secure a satisfactory settlement later through N.L.R.B. channels or

through litigation, if necessary.

Machinists too

Besides the 50 Teamster salespersons affected, some 180 auto mechanic members of the AFL-CIO Machinists Lodge 1305, who refused to cross the Teamster picket lines, were scheduled to return to work at the service shops of the dealers on Monday, February 6. Also returning were a number of members of Teamsters Local 665 and the Finishers AFL-CIO local employed in the service shops.

The contracts ratified were

Page 2

Six from here

Western Conference plays host to retirees



Mohn



Anderson

Six representatives of Northern California Teamster retiree clubs were among those attending a two-day Teamster retirees conference in Los Angeles last month hosted by Teamsters International Director M. E. "Andy" Anderson.

Attending the meeting were representatives of twenty-eight clubs from thirteen western

states. They included George M. King, East Bay Retirees Club; Edward Garcia, Local 85 Retirees Club; Jack Strelo, Santa Clara Retirees Club; George Kinzel, Humboldt-Del Norte Retirees Club, "Mo" Waddell, Sacramento Retirees Club, and Wendel Kiser, Stockton-Modesto Retirees Club.

The main speaker at the conference was Executive Director William Hutton of the National Council of Senior Citizens. Other participants included Teamsters Department of Retiree Affairs Director Norman Greene, former Western Conference of Teamsters International Director Einar Mohn, Co-chairman of the Conference Pension Trust Joe Edgar, IBT Legislative Director Dave Sweeney, and D.R.I.V.E. Director Wallace Clements.

Soccer Night

It will be Teamsters Night With the Golden Bay Earthquakes on Wednesday, March 16, when the professional soccer team meets the highly rated New York Cosmos at the Oakland Coliseum. Tickets are available through the East Bay Teamsters Club by calling Local 432 Secretary-Treasurer Paul Vinella, the club secretary, at (415) 569-5666. Game time is 8 p.m.

Strike

(from Page 1)

those with European Motors, British Motors, and California Porsche-Audi.

City Hall picket line

Agreements were reached with three other dealers and approved by Local 960's members in January. One was with Boas International, Inc., after Local 960 pickets led by Secretary-Treasurer Rudy Ortega and Machinist pickets headed by Lodge Area Director J. B. Martin manned a circling picket line at the Polk Street entrance of City Hall below the of-

Blood donor

Secretary-Treasurer Bill Magidson of Teamsters Bakery Wagon Drivers and Salesmen Local 484 received an engraved walnut plaque from the Irwin Memorial Blood Bank last month for reaching the milestone 10-gallon blood donation level in 1983.

He was among the small group of donors who were guests of the blood bank at a luncheon at the Ferry Plaza Restaurant in San Francisco.

Office of Roger Boas, Chief Administrative Officer of San Francisco and owner of the dealership.

An attempt at mediation of the dispute by Federal Mediation Service hearing officer Maggie Jacobsen in late January failed when the dealer group, headed by Swig, refused to alter or modify their demands, and left the talks.

Pact

(from Page 1)

chinists to the strengthening of the two unions."

Both the Teamsters and the Machinists have embarked on organizing programs in the county. The mutual aid and no-raid pact is expected to assist those efforts. ("Hopefully, other locals will pursue similar agreements to strengthen labor's position," Aloise said. "No one wins in a raid, particularly the members.")

GIVE TO YOUR OWN CAUSE

DRIVE
Teamsters JC7
400 Alabama Street
San Francisco, CA 94110

(USPS 395-880)

The Northern California Teamster is published monthly with the exception of January and July by Joint Council No. 7 of the International Brotherhood of Teamsters, with editorial offices at 400 Alabama Street, San Francisco, California 94110, telephone (415) 621-1975 and (415) 621-1976.

Editor: Jerry Flamm

POSTMASTER: Please send Form 3579 to Robeck's Mailing Service, 1727 Little Orchard Street, San Jose, CA 95125. Second class postage paid at San Francisco, California, and at additional mailing offices.

Local 624 settlement



IN NOVATO—Newly-elected Teamsters Local 624 Secretary-Treasurer Don Azavedo (left) and President Terry Matott (right) with member Don Dial who recently was reinstated to his job with full back pay in a grievance settlement handled by Business Agent Ward Allen.

San Bruno police join up



NEW MEMBERS—Representatives of 60 San Bruno police officers and dispatchers who are now members of Teamsters Local 856 recently met with the Local's Staff Attorney Michael J. McLaughlin to discuss the improved contract negotiated with the municipality. Left to right are: Officer Bill Rodenspeil, McLaughlin, Chief Frank Hedley, Officer Woody Zammit, and Officer Mike Skinner.

Ramos dinner Feb. 29

A testimonial dinner honoring Executive Secretary-Treasurer Anthony L. Ramos of the State Council of Carpenters will be held Wednesday evening, February 29, at the Hilton Hotel in San Francisco for the benefit of the Histadrut Scholarship Fund for children of underprivileged families in Israel.

Labor group

Histradut is the umbrella organization of Israel labor unions.

It has pioneered in the development of a network of some fifty trade schools.

The dinner is sponsored by the San Francisco Trade Union Council for Histadrut. The guest speaker will be General President Patrick J. Campbell of the United Brotherhood of Carpenters.

The 20-member dinner committee includes Teamsters Joint Council 7 President Chuck Mack.

Tickets and reservations can be obtained by telephoning (415) 863-7011.

UNEMPLOYED SERVICE AND ACTION CENTER/PLANT CLOSURES PROJECT

If you are unemployed and need legal, medical or housing assistance contact the UNEMPLOYED SERVICE AND ACTION CENTER, 4425 E. 14th Street, Oakland, 94601 (Mondays) or call 532-1002 (anytime).

If you want to join the fight against plant closures in our community contact the PLANT CLOSURES PROJECT, 433 Jefferson St., Oakland, 94607, or call 834-5656.

Need funds

TV raffle for T.A.R.P.

A raffle to raise funds to support the Aftercare and Growth portion of the Teamsters Alcoholism Recovery Program (T.A.R.P.) has been approved by the Joint Council 7 Executive Board.

Tickets at \$1 each are available at the offices of the Council locals. The raffle, with a 19-inch colored Zenith TV as the prize, will be held at the monthly Council delegates meeting on Tuesday, April 3, at the Teamsters Local 287 Hall, 1452 N. Fourth Street, San Jose at 7:30 p.m. The drawing is open to the public and the winner need not be present.

Presser hits at influx of cheap labor

Speaking at a January 28 State of Israel Bond testimonial dinner in honor of IBT Vice President Joe Morgan in Miami Beach, Teamsters President Jackie Presser called the influx of cheap foreign workers into the U.S. labor pool "illegal, immoral and intolerable."

Presser reiterated his call for a tripartite policy-making body comprised of labor, management and government officials that could address such complex labor relations issues like illegal immigration, free from partisan discord.

A thank you

Hayward Teamsters Local 588 Secretary-Treasurer Fred Paredes has sent along a letter received from member Dennis Thurman as an example of what union membership can mean in time of crisis. Thurman wrote:

"I appreciate the help and assistance given to me in this last year by all the people in the Union office. I have had two heart attacks this year and open heart surgery. You people have helped me more than you realize."

SPECIAL NOTICE

General Teamsters Local 439
Art Hardy

Memorial Scholarship

Applications for The Art Hardy Scholarship will be available in February at the Union office, 1531 E. Fremont Street, Stockton.

As all applications must be received before March 15, we urge all interested parents or guardians to obtain application blanks as soon as possible in February.

Fraternally yours,
BOB PLUMMER,
Secretary-Treasurer
CHUCK ELLIOTT,
President

Will get his own check now



GEORGE'S TURN—Walt Pentz congratulates George Dagenais.

"George has been instrumental in seeing that thousands of Northern California Teamsters receive their pensions; now it is his turn." 1967.

That was from Walter Pentz, Manager of the Western Conference of Teamsters Pension Office, on the retirement of George Dagenais who has been in charge of the office's mailroom since 1967.

Dagenais is a member of Teamster Local 856.

ANNOUNCING SUPPLEMENTAL BENEFIT PAYMENTS TO QUALIFYING WCT RETIREES

NEW PENSION PLAN FOR WCT RETIREES

Are you currently receiving monthly pension payments from the Western Conference of Teamsters Pension Plan? Was the job you held when you retired covered by a "master freight" type of agreement and under a Western Conference of Teamsters contract?

If you answered "yes" to both of these questions, you may be eligible to receive an additional yearly benefit starting this coming spring under a newly established plan, the Western Conference of Teamsters Supplemental Benefit Plan. In fact, even if the answer to the second question is "no," you might still be eligible: some employers who are not covered by Master Freight agreements have agreed to contribute to this new Supplemental Plan. If you think you may be eligible, ask your local union or your last employer before retirement whether that employer has agreed to contribute to the Supplemental Plan for your old bargaining unit.

WHAT IS A SUPPLEMENTAL BENEFIT?

The new Supplemental Plan will pay a "13th check," once a year each spring, in addition to the regular monthly pension you receive from the Western Conference of Teamsters Pension Plan. The amount of this lifetime benefit is computed in two steps. First, an eligible retiree will receive \$5 for each full year of payments he has received from the Western Conference of Teamsters Pension Plan before his last employer began contributing to this new Supplemental Plan. Second, an eligible retiree will receive \$30 for each full year his last employer has contributed to the Supplemental Plan. Consequently, this yearly payment should increase in each future year, as long as your former employer continues contributing to the Supplemental Plan. In no case should any year's payment be less than the prior year's benefit.

WHAT ABOUT MY WESTERN CONFERENCE OF TEAMSTERS PENSION?

If you are eligible, your benefit under the Supplemental Plan will be paid in addition to your normal Western Conference of Teamsters pension and will not affect that pension. There is no cost to you for this benefit as it is fully funded by employer contributions based on hours worked by active employees under union contracts.

A "first"

Employer gets jail

For the first time, a California employer has been sentenced to serve time in jail for willfully violating a state job safety and health standard, the State Division of Occupational Safety and Health reported last month.

Mike Henderson, an El Cajon contractor, and his firm, KTA Construction Inc., were charged and convicted of violating a state job safety standard which led to the death of a construction foreman two years ago.

Henderson was sentenced January 11 to serve 30 days in custody in the San Diego County Jail and 18 months under probation terms. Henderson was placed on work furlough during his jail sentence which means he is allowed to work during the day. Henderson also agreed to perform \$19,900 of construction work on a Little League field in lieu of a \$7,500 fine.

March 17

Testimonial for Freitas, Sarmento

Retiring Business Agents Bob-Freitas and Dick Sarmento will be honored at a special testimonial dinner on Saturday, March 17, at 6:30 p.m. at the Blue Dolphin in San Leandro.

Both officials have served the membership of Local 70 for many

Sunday, July 15

Labor Parade on day before Demos meet

The suggestion, first made in an editorial in these pages last June, that Northern California unions stage a massive Labor Parade on the eve of the Democratic Convention in San Francisco next July, has been converted into a reality.

Teamster, AFL-CIO, and I.L.W.U. locals from throughout Northern California will gather again on Sunday, July 15, as they did 80,000 strong two years ago, and march up Market Street to the San Francisco Civic Center to proclaim both their strength and their dedication to the rights and gains of Organized Labor.

Heavy media coverage

On hand observing them are expected to be hundreds of press, magazine, radio, and TV reporters, columnists, editors, and cameramen who will be covering the Democratic National Convention which opens at Moscone Center the following morning. They are expected to convey both the sound and image of the fact that Labor is alive and well, and also battle-ready for Campaign and Election 1984.

Parade Steering and Coordinating committees are now being completed and are meeting to lay out preliminary plans for the parade and rally. The core for the early discussions has been the three-man Parade Interim Committee of San Francisco Labor Council Vice Chairman Paul Dempster of the Sailors Union of the Pacific, I.L.W.U. Local 6 President Al Lannon, and Teamster Local 265 Secretary-Treasurer Tom Richey, which carried over from the 1982 Parade.

Reserve July 15

Details and progress in planning the parade will be carried in these pages the next few months as they develop.

All Teamsters, both active and retired, should set aside Sunday, July 15, as "Parade Day" in San Francisco and join in with the other members of their locals in planning their participation and means of transportation for what promises to be an unforgettable event.

years. Civic leaders, officials from other locals and unions, Stewards, and members are invited to attend.

Tickets will be available at the Local 70 office (\$25 per person). Anyone interested in attending

should make reservations early by contacting the Local 70 office between 8 a.m. and 4 p.m. Tel: 569-9317.

This retirement dinner promises to be a memorable event.

"Steeltown"

Labor musical by Mime troupe

The San Francisco Mime Troup, celebrating its 25th anniversary season this year, will present its newest musical comedy, "Steeltown," at the Victoria Theater in San Francisco starting March 11.

"Steeltown" follows a working-class American town from the triumph of post war (WWII) prosperity to the hardships of present day unemployment and plant closures," the production publicity explains.

Until April 8

"Steeltown" will be playing at the Victoria until April 8. Evening performances are at 8 p.m. Wednesday to Saturday, and at 7 p.m. on Sunday. There is a Sunday matinee at 2:30 p.m. The Victoria is at 2961 16th Street, near Mission Street.

Reservations can be made by telephoning (415) 550-8870.

HOW TO APPLY

The detailed eligibility requirements are too involved to describe here. Application Packets which describe the requirements have already been mailed to approximately 17,000 "master freight" retirees. If you think you may be eligible and have not received an Application Packet, you should immediately request one. You can do this by writing to:

Western Conference of Teamsters
Supplemental Benefit Trust
c/o Southwest Administrators, Inc.
2601 Wilshire Boulevard
Los Angeles, California 90057

or by calling Southwest Administrators at (213) 386-3300, Ext. 426, 427, or 428. The Application Packet will provide you with more detailed information, and an application form to fill out and return.

If you request a packet, please provide your name, address, social security number and telephone number when you call or write the new Plan's Administrative Office. If your job at retirement was not "master freight," please contact your last local or employer to confirm that the employer is contributing to the Supplemental Plan before you request an Application Packet.

AN OPPORTUNITY TO SUPPLEMENT INCOME

We are all well aware of the problems of a fixed income in inflationary times. This new pension plan will provide qualifying individuals with a modest supplemental payment each year. Moreover, it is expected that the payments will generally increase year by year, as long as your employer continues contributing to the Plan. You are urged to request an Application Packet right away if you think you may be eligible.

Give to DRIVE

Editorial

Poll hangover

If we were looking toward our Joint Council 7 Presidential Poll for some guidance on which candidate should receive the Teamsters Union endorsement and the support of members, we must admit we are disappointed.

The two candidates who received almost three-quarters of the more than 6,100 valid ballots mailed in were Democrat Walter Mondale and the incumbent Republican in the White House, Ronald Reagan.

Normally, we'd be inclined to embrace politically the Minnesotan who appears at this early stage to be running ahead of the rest of the Democratic field, both in support already rounded up, and in that key commodity for success in politics, funds in the drawer. And, after all, he did receive more votes from our members than anyone else. He even has the official AFL-CIO endorsement already, well before the Democratic Convention in July where strange things can happen as the blocs of power wheel and deal in the legendary "smoke-filled rooms." Not that it will happen, but wouldn't it be embarrassing for Lane Kirkland and the AFL-CIO hierarchy who made the decision, if Mondale was not even selected to fight in the main event!

Praises deregulation

Mondale is making it difficult for the Teamsters Union to endorse him. His stances are fine on the traditional pro-labor, liberal issues. He is opposed to Right-to-Work, to amending the Davis-Bacon Act or the Hobbs Act. He strongly backs adequate funding of OSHA. He is for a strong jobs bill, for more public funding for such facilities as roads, parks and buildings, and so on.

However, on the No. 1 destroyer of Teamster jobs, the progressive deregulation of the trucking and airline industries which has created havoc in stability, safety, and service to the public of these key cogs in the country's transportation system, Walter Mondale has turned his back on our union. "Positive changes" is his summation of what deregulation has meant. Even when he has been advised directly of the shockwaves his position has caused among his supporters in the Teamsters Union, he has not wavered. Apparently, he feels he has all of Organized Labor in his pocket following the AFL-CIO endorsement of him in Florida last October.

He should recall that Jimmy Carter had that endorsement too, and yet, as Mondale himself admitted last month, 40 percent of union members voting, went for Reagan in 1980.

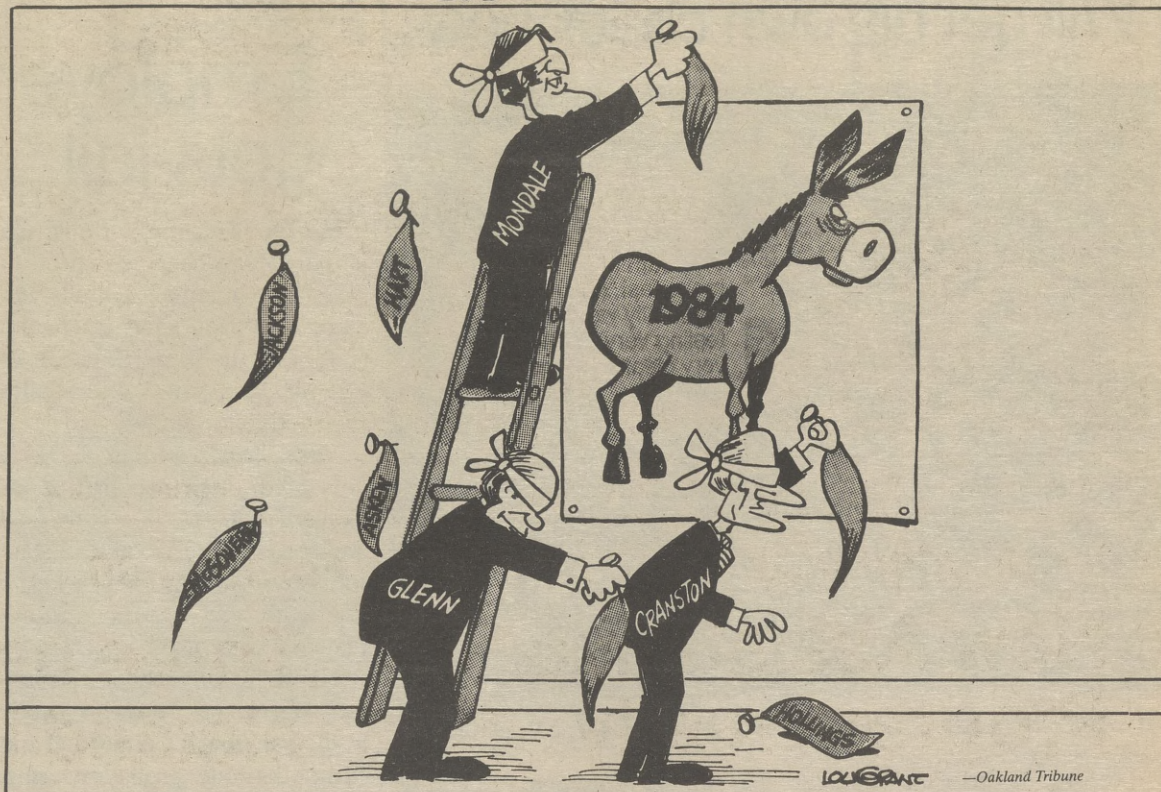
Reagan puzzler

What about Ronald Reagan, the No. 2 man in our poll?

Yes, it is true he has brought unemployment down. Yes, it is true he has reduced inflation.

However, there are still many questions that remain unanswered regarding the specifics of some of his possible future positions on labor and social issues—especially deregulation.

TOUGH TO PIN DOWN



President's Report

by Chuck Mack
President, Joint Council 7

Joint Council 7 has just completed its first Presidential Poll and the response has not been in the volume we anticipated, and had hoped for.

While we received a little over 8 percent return of the ballots enclosed with the last issue, sent to members only, it was a disappointing figure. It should have been much higher. More like 15 or 20 percent, given the fact that each ballot was postage paid. The member only had to mark an "X" on the card, and drop it into the nearest mailbox. Or have some other family member do that.

That leaves the question hanging—why the poor response?

Maybes

Two possible explanations come to mind.

One is that a large segment of our membership is satisfied with the present administration and, accepting the present evaluation of most of the media and experts that President Reagan would win if the election was held now, feels no great incentive to bother voting in a poll.

The other is that the average member feels dissatisfied with the entire political process and the parties contesting the election, perhaps even feels alienated from government because he or she has so little input, and in disgust ignored the poll as a meaningless exercise.

Sparks interest

Nevertheless, the poll and its result, has generated a lot of talk and some controversy concerning the merits of the candidates, and who the members should support.

Every member who will take the time and trouble, and every member should, to vote for the leader of our nation for the next four years, should give careful weight to the positions taken, and past records, of the candidates. Party affiliation, and loyalty to its aims and purposes, is admirable, as it is for the members of a labor union. However, the voting booth offers the privacy and security of free choice in a democracy, without the fear of intimidation from officials or fellow rank-and-filers. In other words, no one can control your vote. Influence it, yes; control it, no!

Significant

We on the Executive Board are proud of several things about the poll.

First, it may be the only such poll taken thus far by any labor body in the country.

Second, we believe the result may be a good barometer of the actual sentiments of the average union member throughout the nation, rather than those expressed through the top officials of unions through official endorsements.

Mondale

We personally don't like the result of our poll, but we respect it. We are more than a little annoyed with Mondale's stubborn refusal even to modify, if not reverse, his support for deregulation. He refuses to recognize the obvious disastrous effect it has had on the entire transportation system of the country, besides costing the jobs of at least 100,000 Teamster drivers alone since 1980. That's the year trucking deregulation went into effect and that's the year Walter Mondale was part of the Administration as Vice President and presided over the Senate.

We are surprised at the strong vote received by President Reagan. Going into 1984, he obviously has the very strong support from rank and file union members, the same as he did in 1980, in spite of the fact he has been ripped up one side and down the other by almost every labor leader in the country. Thousands of union members who will vote in 1984 are apparently not convinced that Reagan is the devil incarnate.

Which one?

If the poll is truly representative in giving Mondale and Reagan some 72 percent of the votes of labor union members, and that holds up until election time, we in the Teamsters Union will face a difficult choice to make down the line. Will we have as the alternative to the present administration a Democratic candidate who is apparently solid in support of deregulation of the trucking industry, yielding further elimination of Teamster jobs?

Actually, John Glenn does sound better on the deregulation issue than Mondale.

**THEY use dollars for anti-Labor votes.
WE need dollars to protect our gains.
Send what YOU can afford to:**

DRIVE

(Democrat Republican Independent Voter Education)

Teamsters Joint Council 7,
400 Alabama Street, San Francisco, CA 94110

I enclose, freely and voluntarily and not out of fear of reprisal, the sum, indicated below, for DRIVE with the understanding that this voluntary contribution may be used for political purposes in accordance with the constitution and rules of DRIVE.

Suggested Voluntary contribution.

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Name (Please Print)

Address

City

State

Zip

Local Union #

Social Security Number

Signature

Date

A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C. 20463.

Local 70 News

BROTHERHOOD OF TEAMSTERS LOCAL 70

70 Hegenberger Road, Oakland, Calif. 94621

February, 1984

® 148

Phone 569-9317

For our unemployed

New Assistance Program ready

Final touches have been placed on an Assistance Program for Local 70 members and retirees who are unemployed and in financial need.

The program is the culmination of a year's work by the Local and will be called "Teamsters Assistance Program" (T.A.P.). The T.A.P. program will provide information and referral to Local 70 members and retirees on a variety of social programs in the Bay Area that provide help to people in need.

Agencies contacted

The T.A.P. committee, comprised of Recording Secretary Joe Silva, Picketing Coordinator Bill Walsh, and Lucky Stores' Steward John Gomez, has contacted United Way, Red Cross, Food Coalition, Salvation Army, Catholic Charities, Alameda County Welfare, and a number of other organizations, and are poised to refer Local 70 members and retirees who qualify to these programs. Members and retirees in need will receive assistance with housing, food, medical and legal problems.

The program is a response to the sustained unemployment that many members of Local 70 have experienced over the past two years. A combination of de-

regulation in trucking and the worst economic crisis this country has faced since the last depression, has put many of our members out of work. The freight industry has been particularly hard hit.

Local has responsibility

Secretary-Treasurer Chuck Mack commended Silva, Walsh, and Gomez for their efforts in putting the program together. He stated the program is a recognition by Local 70 that its responsibilities extend beyond the collective bargaining and grievance tables. "If we have members and retirees that have problems, we as a union must take steps to solve them. Given today's economic climate, we cannot limit our responses to the simple bread and butter issues of the past. If a member or retiree needs housing, food, or medical assistance, we have a responsibility to help them find it."

The program was kicked off with an announcement by Mack in the Hiring Hall. Mack was flanked by Dispatchers Jim Manning and Noel Eben and Picketing Coordinator Walsh. Members who have questions on the provisions of this program, should call Local 70 and ask for Bill Walsh or Joe Silva. All questions and assistance will be kept confidential.

Gomez wins seniority issue for vacation pay

Local 70 Business Agent Don Gomez was successful in another arbitration with Metropolitan Contract Services. The decision was rendered in early December and answered a question caused by the employer's refusal to pay employees their full vacation benefits.

The company, in this case, contended that they did not have an obligation to credit employees with seniority prior to Metropolitan taking over the account. They, therefore, refused to pay Local 70 members vacation credits based on years of employment

at the Sears San Leandro location.

Seniority victory

Gomez argued that the company had an obligation to pay vacation based upon the employees' total years of seniority with Metropolitan and before.

Arbitrator Armon Barsamian upheld Local 70's position. The award totals close to \$18,000 in back pay.

Gomez claimed that the decision was a major victory for the principle of seniority.

For 1984-86

Three new Business Agents elected in Local's balloting

Election Days 1983 provided some surprises in the contest for Business Agents. Incumbent Agents Jack Spratt and Dick Durossette were defeated, and a total of three new Business Agents—Pete Gemma, Larry Dias and Dan Varela—assumed office at the end of December.

All Executive Board members were returned to office, and Dispatchers Noel Eben and Jim Manning were reelected overwhelmingly.

The election was held on December 9th and 10th at Local 70's Auditorium, and 2,337 members (a little better than 40 percent of the membership) cast their votes.

Board contests

Besides the Business Agent races, the most heavily contested battles were on the Executive Board. Former Local 70 Business Agent Alex Ybarrolaza challenged incumbent Stan Botelho for Vice President. Botelho prevailed by a narrow margin, receiving 1,130 votes to Ybarrolaza's 1,021. This term will give Botelho seventeen consecutive years as Vice President.

The Trustee races were also hotly contested. Former Business Agent Darold Wright and U.P.S. Shop Steward Joe Ovalle challenged the three incumbents, Art Soto, Ron Rocha and Earl Randall. Ovalle garnered 889 votes and Wright 842, while Rocha received 1,370, Soto 1,243 and Randall 1,203.

New Business Agent Pete Gemma was second in the overall Business Agents vote with 1,209 votes, while Dias received 1,148, and Varela 1,060. The additional opening for a third Business Agent came when Bob Freitas and Dick Sarmento announced their retirement at the November nomination meeting. The membership had decided earlier to reduce the number of Agents from ten to nine, so only one spot was filled.

Gemma comes to the Local after 11½ years of employment at Nielsen Freight Lines where he served as Chief Shop Steward. Varela was the Chief Steward at Garrett Freightlines, and had fifteen years of seniority with that company. Dias has served the Local as a Business Agent and Trustee in the past. He comes out of ten years with Safeway Stores.

Top B.A. vote to Frates

The leading vote-getter among the Business Agents was Marty Frates who received 1,422 votes. He was followed by Gemma, Jack Sweeney, Jr., Bud Pratt, Dias, Varela, Don Gomez, Bob McAlister and Steve Marinkovich.

President Jim Muniz, Recording Secretary Joe Silva, Jr., and Secretary-Treasurer Chuck Mack were returned to office without opposition. All received a "white ballot" at the November nominations.

Following is the complete vote tally:

PRESIDENT	VOTE
James "Jimmy" Muniz	1661
VICE-PRESIDENT	
Stan Botelho	1130
Alex R. Ybarrolaza	1021
RECORDING SECRETARY	
Joseph "Joe" L. Silva, Jr.	1603
SECRETARY-TREASURER	
Chuck Mack	1767
TRUSTEES	
Joseph "Joe" Ovalle	889
Earl R. Randall	1203
Ron Rocha	1370
Art Soto	1243
Darold L. Wright	842
BUSINESS AGENTS	
George De la Cruz	520
Lawrence "Larry" Dias	1148
Dick Durossette	943
"Marty" Frates	1442
Pete Gemma	1209
Don Gomez	1041
Jimmie L. Guerrero	401
Steve Marinkovich	1005
Bob McAlister	1054
"Bud" Pratt	1177
Steve Rodrigues	788
Jack Spratt	916
John "Jack" P. Sweeney, Jr.	1204
Jon Undeen	666
Daniel "Dan" Varela	1060
Gabe Ybarrolaza	986
DISPATCHERS	
Frank Arroyo	388
Noel Eben	1614
Jim Manning	1740
Al Paduveris	310

SPECIAL NOTICE

Local 70 will conduct a Health & Welfare Seminar for Stewards and members on Saturday, February 25.

The Seminar will be held in the Auditorium, and will begin at 10 a.m. Harry Pollard from the Beeson law firm is coordinating speakers and subject matter.

The Seminar will deal with health issues in the 80s, especially changes that will affect our members. Lunch will be provided.

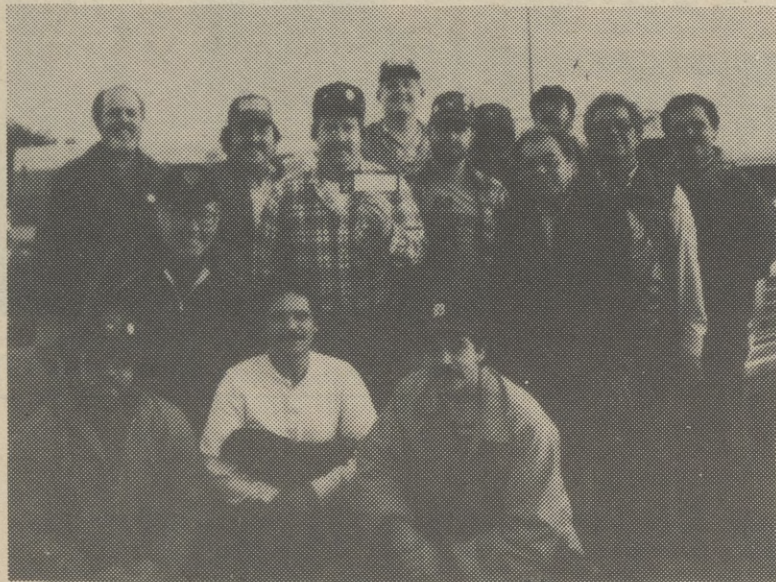
Please indicate to your Shop Stewards or Business Agents if you plan to attend so that we will have some idea as to number.

By-laws Committee vacancies

Three vacancies on the By-laws Committee of Local 70 will be filled by election at the regular monthly membership meeting on March 22, 1984 in the Local's Auditorium.

Steward's Corner

by Bob McAlister



The photograph above was taken in front of Local 70's Hiring Hall last December 20, just after our Lucky Stores Stewards and Local 70 members employed there had finished distributing over \$1,700 worth of gift certificates for holiday turkeys to our unemployed members working out of the Hall.

Appearing in the back row, from left to right, are Ben Murphy, Produce Dock Graveyard Steward Ben Castillo, Jerry Cattell, Produce Dock Swingshift Steward Joe Stinson, Bob Hancock, and Harold Reposa. In the second row are Pat Joyce, Deli Steward Don Baldwin, Produce

Dock Day Shift Steward Jack Peasley, Larry Vargas, and Ray Franks. The three in front are Alternate Steward Kevin Pye, Chief Produce Dock Steward John Gomez, and Alternate Steward Jim Gomes.

These Local 70 members not only collected the money from their fellow Local 70 employees at Lucky Stores, but they also took off two hours from their jobs to come down to the Hiring Hall to serve coffee and donuts, and to distribute the gift certificates.

Local 70 and the Stewards Corner commends these brothers because they know and exemplify the true meaning of brotherhood.

RETIREE BENEVOLENT DUES INCREASED

Local 70's Executive Board approved in late January the increase of Retiree Benevolent Dues for Local 70's retired members.

Individuals paying the \$3.25 rate will be increased \$1.75 to a new rate of \$5 per month. Those paying \$2.10 per month will be increased 90¢ to a new rate of \$3 per month. These new rates will become effective as of March 1, 1984.

The reason for the difference in dues rates is that members paying \$5 enjoy the \$1,300 Life Insurance benefit. Members at the \$3 rate do not have that benefit. The Life Insurance policy is only available to Benevolent members who retired prior to 1976. Members retiring after that date picked up additional insurance benefits through the Western Conference pension plan.

DUES PAYMENT NOTICE

Article X, Section 5(c) of the International Constitution provides that any member who shall be three months in arrears in the payment of dues, fines, assessments or other charges shall automatically stand suspended at the end of the third month, and shall not be entitled to any rights or privileges of membership.

All collective bargaining agreements in Teamsters Local 70 provide for termination of employees who fail to maintain their membership in our Local Union.

Failure to pay dues leads to suspension. Suspension leads to termination of employment. Please pay your dues promptly so that it will not be necessary to suspend and/or terminate you.

No other notice on dues delinquencies is sent to members prior to their suspension.

\$25,000 award Closure win for Local 70

Arbitrator John Kagel found in favor of Local 70 in a plant closure case with Victor Meat Company.

Victor Meat was a party to the Local 70 Butchers' Agreement. That contract provides that an employer must give a 90-day notice prior to permanent plant closure. Victor contended that the language was not applicable in their closing, arguing that it was unclear as to whether or not Article 20 applied to a temporary or permanent plant closing, and that the context and language of Article 20 was to allow time for the parties to discuss arrangements for employees' transfers or severance pay. The company reasoned that because there were no transfer opportunities, and because its financial position did not permit severance, they had acted reasonably in closing prior to the 90-day notice.

90 days pay granted

The Union requested pay for employees for the 90 days prior to closure, arguing that the contract language was extremely clear.

Kagel found for the employees and awarded 90 days' pay. The award includes payments that would have been made to the Health & Welfare and Pension Trust Funds had the company maintained its operation for the 90-day period.

Business Agent Jack Spratt, who handled the matter for Local 70 along with Attorney Paul Sutton, estimates the award to be in the neighborhood of \$25,000.

Paper firm moves, signs

Custom Paper Products, formerly located in San Francisco, signed a Master Freight Agreement this month with Teamsters Local 70. Local 70 Business Agents Don Gomez and Pete Gemma met with the firm's management and explained Local 70's health and welfare-pension programs and the Supplemental Agreement. The company signed the contract. They have two to three employees delivering paper products throughout the Bay Area.



President's Report

With Local 70's election finalized, Secretary-Treasurer Chuck Mack and I worked out the Business Agents' Assignments/Re-assignments which you will find printed elsewhere in this section. There is a possibility at this time, however, that modifications to this list will have to be made as time goes on.

We have also named various Grievance Committee panel members.

The Business Agents are busy familiarizing themselves with their newly-assigned terminals. You can expect them to be visiting your terminals at least once a month during this term of office.

The retirement of Bobby Freitag left Local 70 with a Health & Welfare Trustee vacancy on the East Bay Drayage Drivers Security Fund. We have appointed Recording Secretary Joe Silva to fill this vacancy.

Merger with 468 move

Also, during the past month, the Executive Board has reviewed proposals with Local 468 regarding Local 70's anticipated merger with that Local Union. Local 468's membership has already voted 4-1 in favor of merging with Local 70, and Local 70's members will be voting on this at a special-called meeting on Thursday, January 26, 1984.

Preparatory to this merger we have had Local 468's property appraised by the firm of Elliott B. Ball Associates, Inc. In addition, we have had a title search conducted on it by the Northwestern Title Company.

After reviewing all the facts and information at hand, I added my recommendation that the merger agreement be approved by our members. By the time you receive this edition of the paper, the results of Local 70's membership vote at the special-called January 26th meeting should be concluded.

The Health & Welfare Trustees of the East Bay Drayage Drivers Security Fund have been exploring possibilities of merging our Health & Welfare Plan with another plan, which would maintain the benefits presently provided. It is my desire and hope that we can conclude such an agreement in the very near future.

Fraternally yours,
James R. Muniz
President

Feds fine Viking Freight \$2,000 on safety violation

Printed below is a press release from the U.S. Department of Transportation.

Viking likes to pride itself on being one of the safest carriers around. We know better. We wonder if the failure to report the accident has anything to do with the "deductible" Viking drivers must pay.

A SANTA CLARA, CALIFORNIA MOTOR CARRIER PAYS PENALTY FOR VIOLATIONS OF THE FEDERAL MOTOR CARRIER SAFETY REGULATIONS

The U.S. Department of Transportation's Federal Highway Administration announced that Viking Freight System has paid \$2,000 as full payment of the civil penalty assessments against it, for violations of the Federal Motor Carrier Safety Regulations.

Viking Freight System, Inc., a large common carrier engaged in the transportation of general commodities and hazardous materials, was charged with violating Title 49—Transportation, U.S. Code of Federal Regulations, specifically Part 394.9(a), failure to report accidents.

SICK BENEFIT FUND

Monthly Meetings—2nd Tuesday at 7:30 p.m.

Tuesday night phone: 569-7171 • Day phone: 569-9317

To be eligible for Sick Benefits, claims must be filed at Local 70's office within 30 days of disability; also, dues for the previous month must have been paid on time.

SICK BENEFIT COMMITTEE

Chairman—Lee Hafley Co-Chairman—Ray Arroyo
Auditor—George Wells
Members: Frank Arroyo, E. L. "Al" Baratto, Jim Dodge, Vern Fielder, Art Nobre, Harold Cody

LOCAL 70

Executive Board

Secretary-Treasurer
Chuck Mack
Recording Secretary
Joe Silva, Jr.

President
James (Jimmy) Muniz
Vice President
Stan Botelho

Trustees
Art Soto Earl Randall Ron Rocha
Conductor, Mel Baptiste Warden, Harold Marks

Business Agents

Larry Dias Don Gomez Bud Pratt
Marty Frates Bob McAlister Jack Sweeney, Jr.
Pete Gemma Steve Marinkovich Dan Varela

Dispatchers
Noel Eben Jim Manning

"Honky" goes to Washington



TAKING CHARGE—Local 70 member Frank "Honky" Rodriques recently received a warm welcome at the International Teamsters headquarters in Washington, D.C. during a vacation trip and attempted to straighten a few things out there. Here he is "instructing" (left to right standing) IBT Legislative Representative Tim Scully, National Director Wallace Clements of the D.R.I.V.E. program, and IBT Legislative Representative Bill Wright.

Those wind farms

Supervisors crack down; order proof of energy production, require bonds

The article below is a reprint from the Oakland Tribune:

County gets tough on wind farms

"Alameda County Supervisors on Thursday voted to tighten noise, road repair and productivity requirements for wind farms in the Altamont Pass area.

"The board voted to deny one wind farmer permission to build any new giant windmills until he can demonstrate the existing turbines are producing electrical power.

"In previous public hearings, the board has listened to complaints from those who say the farms provide a nice tax break for farmers, but little electricity.

"Some argue that since the burgeoning industry has caused neighbors considerable grief, the county should at least make certain the windmills are working and aren't dangerous.

"Supervisors also agreed to require wind farmers to share the costs of maintaining the roads in the wind farm areas in response to worries from neighboring residents who said their roads have been damaged by heavy construction equipment traveling to and from farms.

"After hearing a number of complaints from local ranchers who said the wind-powered turbines are unbearably noisy, the board also voted to require each farmer to post a \$10,000 bond against possible violations of the county's noise ordinance and to deposit an additional \$2,000 to pay for noise experts to monitor the problem.

"Any farmer who has no violations over a period of five years is entitled to a refund of both fees."

How it happened

The decision by the Board of Supervisors was in response to charges raised by Teamsters Local 70 Secretary-Treasurer Chuck Mack when he appeared before the Board. Windmill farms are now going to have to meet certain productivity requirements before they are allowed any land use permits.

Mack and Business Agent Dick Sarmento were enthusiastic about the changes ordered by the Board, stating they will "guarantee a responsibility by the wind farms that does not currently exist, but which is necessary to protect the interests of the public and taxpayers of the county."

Attend your Union meetings

Loss

Fagundes, De Costa mourned

Two former officials of Local 70 passed away at the end of 1983. Death took former Dispatcher William "Bill" Fagundes and former Business Agent Elward "Deke" DeCosta.

Fagundes served the Local as a dispatcher between 1962 and 1977 and was overwhelmingly elected by the membership six times in his 15-year career. Bill joined Local 70 in 1942. Prior to running for office, he had been employed at California Motor Express. He first dispatched from the old San Leandro Hall on 150th Avenue. When the Local acquired the property on Hegenberger Road, he joined Oakland Dispatcher Jimmy Murphy working from the new location. Fagundes is survived by his wife Mary, daughter Carol, daughter Marlene, who is married to Local 70 Secretary-Treasurer Chuck Mack, and son Bill who is employed at Garrett Freight Lines. He is also survived by ten grand children.

With Conference

"Deke" was elected Business Agent in 1963 and served until 1969. He represented most of the large freight terminals in the Local's jurisdiction and served on the Freight Grievance Committee. After leaving Local 70 DeCosta worked for the Western Conference for ten years. He assisted in both the Freight and Construction Divisions. After retiring in 1979, he returned to the Bay Area where he lived until his death. He is survived by his wife Henrietta, five children, and several grandchildren.

T.F.I. firm organized

Organizer Dick Sarmento reports that the employees of T.F.I., a plumbing supply company in San Leandro, voted overwhelmingly for representation by Teamsters Local 70.

This firm is a branch of a large plumbing supply distributor with warehouses in California, Nevada, and Arizona. The company employs five people at its San Leandro location.

One-month Campaign

After a month-long organizing campaign at the firm, Sarmento agreed to an expedited election and Local 70 was chosen as the employees' bargaining representative.

Negotiations will commence in mid-January with Don Gomez representing Local 70. T.F.I. has Teamster contracts at a number of its California locations.



Secretary Treasurer's Report

Election '83

Election '83 provided an opportunity not only for candidates to present themselves, but for members to renew acquaintances and recall times past. Over 2,300 members voted, and the turnout was much better from a percentage standpoint than three years ago. A number of former Local 70 officials dropped by, including Jack Sweeney, Sr., Billy Rodgers, Al Leishman, George King, and Joe Arino. All have retired and look great.

The members who voted and those who participated, passing out election material for candidates, etc., were outstanding. They comported themselves well under some very trying circumstances. Both days were very wet; it rained almost the entire time the polls were open.

The officers and new officials assumed office at the regular membership meeting in December. First International Vice President George Mock presided at the installation.

Barn assignments have already been made, and by now members should have met their new representatives. The officers and officials have already had their first staff meeting, and there is no question in my mind that we will be able to work well together on behalf of the membership. One point about barn assignments: Both Jim Muniz and I tried to take into consideration the wishes of the members in the assignment of terminals. Often we were able to meet requests. Other times, however, it was not possible. Assignments are made with the welfare of Local 70's total membership in mind, and we appreciate your cooperation in this matter.

468 Merger?

The members will have decided whether 468 will merge with Local 70 by the time you receive this edition of Local 70 news. The matter will be voted at the regular membership meeting in January. The vote itself is the product of negotiations and a number of discussions which have taken place between our two Locals over the past several months. The Executive Board has approved the merger unanimously. If O.K.'d by the membership, it must also be approved by the International. Local 468 returning to Local 70 would be a "natural," inasmuch as it came from Local 70 twenty-five years ago.

Health Care Seminar

As you can see from the Special Notice in this month's paper, Local 70 will be conducting a Health & Welfare Seminar in late February.

One of the biggest problems the nation faces is the rapid escalation of health care costs. They are almost out of hand. While inflation has slowed to 3 percent and 4 percent for most products and services, health care still increases at a 15 percent to 20 percent rate annually. We intend to discuss this problem and advise the membership of a number of changes taking place in the health care delivery system, and possibly in applicable law. Whether we want it or not, health care is going to change tremendously in the future. We think it is imperative that our members be informed in advance of available alternatives. Such information will allow them to make informed choices about future health care for their families.

This Seminar will be held Saturday, February 25th, at 10 a.m., at Local 70's Auditorium.

Short Notes . . .

. . . Dick Sarmento organized a new plumbing supply house, T.F.I. Don Gomez will be handling negotiations.

. . . Our battle with Red's continues. We have had great luck in impacting their operation, but it is necessary that we continue to apply pressure.

. . . The Pension Trustees' meeting is being held in late January. I will be able to provide an update on any actions that affect our members in the next issue.

. . . Questionnaires on the Supplemental Pension Plan were mailed to retirees in early January. It is anticipated the first benefit checks for retirees will be issued in April or May of this year.

Fraternalty yours,
Chuck Mack
Secretary-Treasurer

List of Terminals assigned to Business Agents

Following our recent election, it was necessary to work out a new assignment of terminals for the nine reelected and newly-elected Business Agents.

This has been completed, and the lists of terminals assigned to each Business Agent are printed below. As you will note, they are in alphabetical order to simplify locating your terminal under the Business Agent to whom it has been assigned.

DIAS

BOYERTOWN
DART TRANSPORTATION
LUCKY'S
LUMPER'S
METROPOLITAN CONTRACT SERVICES
NORTHERN MEAT CO.
OAKLAND MEAT
PACIFIC STEEL AND SUPPLY
PARK N SHOP
PARSON'S MEATS
PIERCE PLUMBING
PRINGLE MEAT
REALISTIC
REPUBLIC SUPPLY
SIMMONS
VICTOR MEAT
YELLOW FREIGHT

FRATES

BAY CITIES PRODUCE
B & C PRODUCE
B & C RESTAURANT
BOLAND
CADEMARTORI
COHEN, FELIX
C & L PRODUCE
CONTAINER FREIGHT
COTELLA BROS.
LEO COTELLA
DAMI & RETTAGLIATTA
DIANDA & SON
FARMERS PRODUCE
GROWERS PRODUCE
J S & R TRUCKING
LAGORIO BROS.
LEOGRANDE PRODUCE
L & J PRODUCE
MANNY'S MELONS
JOHN NAVAS
OAKLAND VEGETABLE
P.M.T.
W. A. ROUSE CO.
SANTOS PRODUCE
SCHROEDER
SEA-LAND
SHIMA
SHIPPERS
SUNSTATE PRODUCE
SUN VALLEY PRODUCE
SYSTEM 99
T & T TRUCKING
UNITED PARCEL SERVICE
WESTERN PRODUCE

GEMMA

A & B TRANSPORTATION
A & J TRANSPORTATION
AIRCO-BALAAM
AMERICAN STEEL
(FKA: GILMORE)
BECK ELECTRIC
C & L TRUCKING
CALIFORNIA TRANSPORTATION
JACK HEMSATH TRUCKING
J. L. HENDERSON
INDUSTRIAL FOUNDRY
JORGENSEN STEEL
JUDSON STEEL
M & N TRUCKING
MARCH TRANSPORTATION
R. B. MATHESON
OAKLAND SCAVENGER
PACIFIC OXYGEN
PACIFIC PIPE
PAPERBOX CORPORATION
P.I.E./RYDER
RIENCOR
RUBENSTEIN SUPPLY
S & R PICKUP
SANTA FE TRAIL
TRANSPORTATION
SCOTT PLUMBING
WELLS CARGO
WESTRANSCO
WHOLESALE BUILDING
ZELLERBACH PAPER

GOMEZ

AIRCO
ALADDIN
ALCAL TRANSPORTATION
ALLIED SUPPLY
ARMORED TRANSPORT
BALDWIN
BIGGE
CUSTOM DELIVERY
CUSTOM PAPER
DISTRIBUTION RESOURCES—
Crocker
GERBERS (Lumpers and Drivers)
G. I. DRAYAGE
GRANNY GOOSE
HOHENER
I. M. L.
INTERBAKE
INTERBAKE
INTERSTATE DIST.
L & D SCAFFOLD
LIKIT WINDOWS
LODI
MIDDLETON
MOORE BUSINESS FORMS
NATIONAL CAN—Distribution
Resources
NEW ENGLAND LEAD
OHIO MEDICAL
PACIFIC COAST ROOF
PACIFIC NURSERY POTS
PAR-KERN
PETERSON TRACTOR
PETERS TRUCK LINES
PRODUCE MARKET LUMPERS
ROBERTSON DRAYAGE (Lathford
Glass)
SEBRING TRUCKING
SERVICE TRUCK LINES
T. F. I.
TRANSCON
S. G. WELLS
WESTCO
WISINGER
YORK—AIRCO

MACK

CONSOLIDATED FREIGHTWAYS—
HAYWARD
MILLS COLLEGE
NORTHWEST TRANSPORTATION
RODGERS
ROMEO DRAYAGE

MARINKOVICH

ALHAMBRA
ALLGOOD
ANDREWS MOVING AND
STORAGE
BEKINS MOVING AND STORAGE
BETTER SERVICES
CAL EAST FOODS
CALIFORNIA MOVERS
CENTRAL FISH
CHECKER VAN AND STORAGE
CRESCENT TRUCK LINES
DELTA/McLEAN
DEPENDABLE MOVING
FACCHINO
GLOBAL VAN LINES
GOLDEN GRAIN
GREATER BAY AREA
NO. AMERICAN
HAAS
L & M TRUCKING
LUMPERS—Foot of Grant,
San Lorenzo
NABISCO
OAKLAND FISH
OAKLAND VAN LINES
PACIFIC CROWN
PUCCI
RATHJEN
RELANCE STEEL
RENTAR
RODGERS

SELECT FOODS—LUMPERS—

Hayward
SQUAB PRODUCERS
TURK ISLAND
USS AGRI CHEM
UNITED GROCERS (Lumpers Only)
WESTERN PAPERBOX
WEST COAST CRAB
WESTERN TRUCK MANPOWER
(Grodins & Kirsch)

MUNIZ

AMFAC—Hayward/El Cerrito
ATLAS FREIGHT LINES
BIHN TRUCKING
L. M. S. (LABOR MANAGEMENT
SERVICES)
LOU JAK TRUCKING
OWENS-ILLINOIS GLASS
V. S. A.
VERONICA FOODS
YANDELL TRUCKING

McALISTER

A. B. F.
AMSCO (UNION OIL)
ARROW WELDING
ASTRO FREIGHT
COBBLEDICK KIBBE
COMPAK TRUCKING
CYPRESS STEEL
DEL MONTE (26)
DI SALVO
DREISBACH Lumpers
ECHCO SALES
ENTERPRISE
TRUCKING/MIDWAY
FIDELITY
FIESTA BEVERAGE
FRUEHAUF
GLOBE PLUMBING
GRAND AUTO
HASLETT
HEATHORN, N. V.
JACOBSEN
JAY N TRUCKING
LAWTON BURDINE
LONGVIEW FIBRE
M & L TRUCKING
MILNE
NORTON, B. W.
PACECO
PACIFIC ELECTRIC MOTOR
PEERLESS STUCCO
PENNZOIL
R & B TRUCKING
RELIANCE SHEET & STRIP
RICH, J. M.
SAFE TRANSPORTATION
SARONI SUGAR
SCHAEFER MEATS
STANDARD BRANDS
SUGAR DRAYAGE
SUNSHINE BISCUITS
SUPERIOR LINOLEUM
SUPERIOR TILE
TRIBUNE PUBLISHING
TRIPLE R CONSOLIDATORS
U.S. STEEL/M & L TRUCKING
UNION RUBBER
WALLACE, SAM P.
WALTON DRAYAGE
WEB TRUCKING
WELLMAD METAL
WILSEY FOODS

PRATT

A & M ENTERPRISES
ACME DRAYAGE
ALAMEDA COLD STORAGE
(Lumpers)
ALLIED PAPER
AL'S FORKLIFT
ALLTRANS
AMFAC—OAKLAND SHEET
METAL
APL MATSON Lumpers
AMFAC—KEY PIPE
CAL PAK (lumpers)
CALIFORNIA GOLDEN BEAR
CHERRY'S EXPRESS
CHUCK'S FORKLIFT
CITY FORKLIFT
CUDLIP FREIGHT (NKA: TAF
TRUCKING)
DAY, RON TRUCKING
EAST BAY RESTAURANT SUPPLY

EDEN NATIONAL
F.R.I.S.C.O.
GLOBE METALS
GLOBE WALLY'S
INMONT
KEENE-RIESE
LAWI (CONSOLIDATORS
HANDLING)
LEE PAPER
LEHAR
LEHMAN
LIQUID CARBONIC
LOUX & SON
MARATHON
MARKUS HARDWARE
MARTIN MADSEN
MEYER PLUMBING
MIKE & TONY'S FORKLIFT
MONAHAN PAPER
MULKEY FURNITURE
NASON'S FORKLIFT
NINTH STREET TERMINAL
OAKLAND ARMY
PASHA FORKLIFT
PEAVEY
P. E. O'HAIR
PLUMBERS SUPPLY
QUAKER OIL
ROADWAY
SEAPORT AUTOMOTIVE
TESIO MEAT
THOMAS SUPPLY
U.S. COLD STORAGE
UNION PAPER
WESTERN MacARTHUR
WESTERN PACIFIC TRANSPORT

SWEENEY

A.D.T.
AMARAL TRUCKING
AMERON
BARON BLAKESLEE
BERCHEM
BURNS, F. J.
CAPITOL METALS/METAL
TRANSPORT
CELOTEX
CHEM CENTRAL
COLMA
CONNOR
DALZIEL
FLEMING FOODS
C & M MEAT
CALIFORNIA MOTOR EXPRESS
CANNERS FOR COKE
COAST LINES (CAL INK)
COCA-COLA
CONSOLIDATED FREIGHTWAYS—
Berkeley
COPPER AND BRASS SALES
DUCOMMUN
ENG-SKELL (ESCO)
GARRETT
GRINNELL, I.T.T.
LEWIS & McDERMOTT
LUMPERS FOR COKE CANNERS
MEYERS DRUM
MIDWEST MACHINERY
MORRILL, E.H.
McGRATH STEEL
N & F TRANSPORTATION (De Soto
Chemical)
NIELSEN FREIGHT
PEPSI-COLA
PETERSON MFG. CO.
PINOLE VALLEY (at Grinnell)
PLANT INSULATION CO.
R.C. COLA
RYERSON
SEVEN-UP BOTTLING
STEWART DRAYAGE
TRANSBAY EXPRESS
WESTERN TRUCK MANPOWER
(RIEKES)
HORMEL
I.C.X.
KILSBY
LANDSBERG, KENT H.
LEEWAY
LESLIE
LIBERTY HOUSE
MIDDLETON—Hayward
McKESSON CHEMICAL
NESBITT
OAKLAND PUBLIC SCHOOLS
PACKAGE DELIVERY EXPRESS
PACIFIC SUPPLY
PANTHER
PEN BULLETT

PLEASANTON GARBAGE
QUEENS TRUCKING
R & S BUILDING
SAFEWAY STORES
SELECT FOODS—Lumpers—Hayward
SILVEY TRANSPORTATION
STERLING
THE EXPRESS COMPANY
THERMO EXPRESS
TIME—D.C.
TRANSBAY DISTRIBUTION
U.S. COLD STORAGE
WARREN TRANSPORTATION

VARELA

AMERIGAS (FKA: VICTOR CA.)
AMFAC—ALBANY
ATLAS PACIFIC ENGINEERING
ATLAS WELDING
BAY EXPORT SERVICES
BERKELEY WAREHOUSE &
DRAYAGE
BULK SAND SERVICES

GIVE TO YOUR OWN CAUSE

Send a few bucks to:

DRIVE

Teamsters Union
400 Alabama Street
San Francisco, CA 94110

Kudo for Walsh

Bill Walsh, who has been directing the day-to-day activities of Local 70's picketing program, was the subject of a recent letter written to the Local by Lucky Stores employee Bob Mobley.

Printed below is the text of that letter.

"To the Executive Board of Teamsters Local 70:

"This letter is in regards to Bill Walsh.

"On October 24, 1983, I served my picket duty. Western Kraft and Red's Trucking in San Leandro was the assigned area. Bill Walsh was the picket captain.

"I would like to convey to you that Bill should receive recognition for the outstanding job performance he did that day. I also assume he does this level of interest and output each day he is working at this position.

"Thank you, Bill Walsh!

Robert E. (Mo) Mobley
Lucky Stores

In Memoriam



BRITTO, JOE, December 30
DE COSTA, ELWARD F., January 2
FAGUNDES, WILLIAM C.,
November 29
FERNANDEZ, TOMMY, January 10
FROST, FRANCIS N., January 3
HORCAJO, LEONARD M.,
December 14
LINCOLN, CHARLES, January 4
MAZZINI, LAWRENCE, January 9
MOYER, FRED H., January 11
STEFFEY, ELBERT C., November 25
THOMAS, JAMES LEE, November 30
TURNER, ATHON, January 10

Special Washington Report

What the 98th Congress did. What's coming up.

The first session of the 98th Congress adjourned for the Christmas recess last November 18 and the second session began last month on January 23rd. In December, too late for our December-January issue, Teamster Legislative Director David A. Sweeney sent out an excellent Legislative Report on the major bills and activities of both houses in the 1st session which were of interest to the IBT and Organized Labor. He also gave the outlook for what may come up in the 2nd session, now under way.

Sweeney said in his preface:

"This Congress has been the most active of recent years. They have signed 165 bills into law, and 52 are waiting for the President's signature. The major pieces of legislation passed this year (1983) include a Jobs Bill, the Social Security Reform Act Amendment, and a repeal of the withholding on interest and dividends."

Sweeney noted, "Several major pieces of legislation will be considered when Congress returns. They will include a Tax Bill, the Equal Rights Amendment, Immigration Reform, and legislation to restructure the Bankruptcy

Courts."

While many observers, including Sweeney, have pointed out that major legislation, especially controversial measures, may be difficult to get action on during a Presidential election year, the following summary and views by the veteran Teamster legislative representative on Capitol Hill should be of substantial interest to rank-and-file members who follow the vital goings-on in Washington.

See below and Pages 6 and 7

Passed by House

The following is a summary of the major pieces of legislation passed by the House of Representatives:

JOBS BILL (H.R. 1036)—The bill will create an estimated 500,000 jobs through federal grants to state and local governments. Eighty percent of the funds will be targeted for community projects, and the remaining 20% for school repair.

HEALTH CARE FOR UNEMPLOYED WORKERS (H.R. 3021)—The bill authorizes block grants to states to set up health insurance programs for unemployed workers. Employers must hold an open enrollment period and provide health care coverage for up to 90 days after an employee is laid off.

DOMESTIC CONTENT (H.R. 1234)—The bill will establish domestic content requirements for cars sold within the United States. The legislation is targeted at Japanese manufacturers, but it will also prevent domestic companies from subcontracting work out to countries like Mexico. The Administration is opposing the bill and it stands little chance of passage in the Senate.

TRADE ADJUSTMENT AND ASSISTANCE ACT (H.R. 3391)—The bill will provide for the retraining of workers who lose jobs due to imports. It will also help U.S. companies effectively compete with foreign manufacturers.

EMERGENCY HOUSING ASSISTANCE ACT (H.R. 1983)—The bill authorizes \$760 million for the creation of a temporary loan program to help unemployed home owners meet their mortgage payments. It is estimated the bill will provide aid to over 100,000 people.

MARITIME AUTHORIZATION (H.R. 2114)—The bill authorizes \$486.6 million in Fiscal Year 1984 for maritime programs. It also permits vessels, on a case-by-case basis, to pay back federal construction subsidies and enter domestic trade.

EMERGENCY FOOD ASSISTANCE AND COMMODITY DISTRIBUTION ACT (H.R. 1590)—The bill will provide emergency food assistance to low income and unemployed workers.

Passed by Senate

The following is a summary of the major piece of legislation passed by the Senate:

IMMIGRATION REFORM (S. 509)—The bill will completely revise the agricultural guest worker program and requires the development of a national identification system to be used in the verification of legal residency status. Penalties will be imposed on employers who knowingly hire illegal aliens. The Speaker of the House Tip O'Neill announced the House will consider this legislation sometime after they return from Christmas recess.

Laws

The following pieces of legislation have been passed by both Houses of Congress and signed by the President.

SOCIAL SECURITY ACT AMENDMENTS (H.R. 1900)—The law will revive the economic solvency of the Social Security system. The retirement age will be raised to 67 beginning in 2020, and employees of the federal government and non-profit organizations are brought into the system. Benefits of higher income individuals are not subject to taxation.

JOBS ACT (H.R. 1718)—Appropriates \$4.5 billion for job creation through federal programs. An additional \$5 billion has been appropriated for the unemployment insurance trust fund.

UNEMPLOYMENT BENEFITS (H.R. 3929)—Extends the Federal Supplemental Compensation Program through March 31, 1985. This program provides unemployment benefits to workers who have exhausted all regular and extended unemployment benefits.

RAILROAD RETIREMENT SOLVENCY ACT (H.R. 1646)—Revised the Railroad Retirement Plan to ensure its economic viability by increasing the contribution of employers and employees.

REPEAL OF WITHHOLDING TAX ON INTEREST AND DIVIDENDS (H.R. 2973)—Repeals a provision of the Tax Equity and Fiscal Responsibility Act which would have required the automatic withholding of taxes on interests and dividends.

SUPPLEMENTAL APPROPRIATIONS FOR FY83 (H.R. 3069)—Appropriates \$7.04 billion in new budget authority, including \$1.3 billion for Social Security and \$615 million for unemployment insurance.

Expected

The following is a list of legislation that Congress is expected to consider in the 2nd Session now in session.

SOCIAL SECURITY DISABILITY (H.R. 4170)—The bill will revise the Disability Insurance Program, especially the standards for eligibility and the procedures used in the periodic review of cases.

EQUAL RIGHTS AMENDMENTS (H.J. RES. 1)—Proposes an amendment to the Constitution which would prohibit discrimination under state and federal law on the basis of sex.

INDUSTRIAL POLICY (H.R. 4360)—The bill will establish a Council on Industrial Competitiveness and a Bank for Industrial Competitiveness. The bank will have the ability to make loans to industries in need of revitalization and who are not able to acquire funds from other sources.

BANKRUPTCY COURT REFORM (H.R. 3)—The bill will create a separate Bankruptcy Court with 227 appointed Judges who will hold life tenure. The present system was declared unconstitutional because the Judges were not tenured and therefore unable to decide on issues outside the scope of bankruptcy.

CAMPAIGN FINANCING REFORM—There is a possibility the House may consider legislation to reform campaign financing and campaign/election laws. This may include issues like uniform voting times for Presidential Elections and an increase in the tax deductions for contributions to Congressional candidates.

EMERGENCY PUBLIC WORKS EMPLOYMENT ACT (H.R. 2544)—Authorizes \$3.2 billion in federal grants to states for the repair of public facilities.

Labor-Management Racketeering Act of 1983

This is possibly the most controversial bill pending before the House Labor-Management Relations Subcommittee.

Last June 20, by a vote of 75-0, with 25 not voting, the Senate passed Senator Nunn's (D-GA) S. 336, The Labor-Management Racketeering Act of 1983. The bill has two companion pieces in the House—Congressman Porter's (R-IL) H.R. 2440 and Representative

Obey's (D-WI) H.R. 3273. All three of these bills are pending before Representative Clay's Labor-Management Relations Subcommittee.

If this bill is enacted into law, it will:

1) Make a felony any payment which is currently illegal under Section 302 of the Taft-Hartley Act and is over \$1000.

2) Crimes which currently disqualify un-

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**More Washington
on next two pages**



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BULLETIN BOARD



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Meetings and Notices

Joint Council 7

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The March meeting of Joint Council 7 delegates will be held on Tuesday, March 6, at 8 p.m., at 8055 Collins Drive, Oakland.

Chuck Mack, President

MONTHLY GENERAL MEMBERSHIP MEETINGS OF THE FOLLOWING LOCALS WILL BE HELD AS INDICATED:

Local 70, Oakland

Fourth Thursday, at 8 p.m., at 70 Hegenberger Road, Oakland.

Chuck Mack, President

Local 78, Oakland

Fourth Monday, at 8 p.m., at 8055 Collins Drive, Oakland.

Stephen Mack, Secretary-Treasurer

Local 85, San Francisco

First Thursday, at 8 p.m., at the Sailors Union Hall, 450 Harrison Street, San Francisco.

Ray Talavera, Recording Secretary

Local 96, Oakland

Please Note: General Membership meetings are changed to the second Wednesday of each month, at 6:30 p.m., at 8055 Collins Drive, Oakland.

Elton Bovey, President

Local 216, South San Francisco

Second Wednesday, at 8 p.m., Santo Cristo Hall, 41 Oak Street, South San Francisco.

Dallas Allen, Secretary-Treasurer

Local 226, San Francisco

March Quarterly Membership meeting will be held on Wednesday, March 7, at 6 p.m., at 459 Fulton Street, San Francisco.

Elias Philips, Secretary-Treasurer

Local 265, San Francisco

Second Tuesday, at 7 p.m., in the Library at 450 Harrison Street, San Francisco.

F. Thomas Richey, Secretary-Treasurer

Local 278, San Francisco

Third Tuesday, at 8 p.m., at 399 Fremont Street, San Francisco.

Jack Bookter, Secretary-Treasurer

Local 287, San Jose

Second Tuesday, at 8 p.m., at 1452 North Fourth Street, San Jose.

NOTICE—LOCAL 287 MEMBERS

Effective February 1, 1984, there will be **one** initiation fee and **one** reinitiation fee of \$150. This was passed by secret ballot at the General Membership meeting of January 10, 1984. All suspensions, initiations and reinitiations prior to February 1, 1984 shall be at the old rate.

Robert J. Spisak, Secretary-Treasurer

Local 296, San Jose

Fourth Tuesday, at 8 p.m., at 3275 Stevens Creek Blvd., San Jose.

Ralph J. Torrissi, Secretary-Treasurer

Local 302, Oakland

Third Tuesday, at 8 p.m., at 722 East 14th Street, Oakland.

Daniel J. Sullivan, Secretary-Treasurer

Local 315, Martinez

Second Wednesday, at 8 p.m., at 2727 Alhambra Avenue, Martinez.

Vince Aloise, Secretary-Treasurer

Local 350, San Francisco

Quarterly General Membership meetings are held in March, June, September, and December.

San Francisco District Meeting: Thursday, March 8, at 7 p.m., at Electricians Hall, 55 Fillmore Street, San Francisco.

San Jose District Meeting: Wednesday, March 28, at 7 p.m., at 1452 North Fourth Street, San Jose.

Robert Morales, Secretary-Treasurer

Local 432, Oakland

March Quarterly meeting will be held on Tuesday, March 13, at 7 p.m., at 8055 Collins Drive, Oakland.

Paul Vinella, Secretary-Treasurer

Local 468, Oakland

Second Sunday, at 10 a.m., at Teamsters Local 853's Hall, 8055 Collins Drive, Oakland.

Ernest N. Freitas, Secretary-Treasurer

Local 484, San Francisco

March Quarterly meeting will be held on Tuesday, March 13, at 7 p.m., at 399 Fremont Street, San Francisco.

Joseph J. Ault, Recording Secretary

Local 490, Vallejo

Second Tuesday, at 7 p.m., at 445 Nebraska Street, Vallejo.

NOTICE

The final vote will be taken at the February, 1984 General Membership meeting whether to continue at the new time of 7 p.m. or to revert back to the 8 p.m. starting time.

Casey Sawyer, Secretary-Treasurer

Local 576, Santa Clara

Third Wednesday, at 8 p.m., at 1452 North Fourth Street, San Jose.

Louis D. Riga, Secretary-Treasurer

Local 588, Hayward

Third Thursday, at 8 p.m., at 492 "C" Street, Hayward.

Local 588 Executive Board
Fred Paredes, Secretary-Treasurer

Local 624, Novato

Third Tuesday, at 2 p.m., and 8 p.m., at 864 Grant Avenue, Novato.

Don Azevedo, Secretary-Treasurer

Local 655, Redwood City

Third Tuesday, at 7:30 p.m., at 1749 Broadway, Redwood City.

Ken Hill, Secretary-Treasurer

Local 665, Daly City

Fourth Monday, at 8 p.m., at 6540 Mission Street, Daly City.

David E. Powell, Secretary-Treasurer

Local 853, Oakland

Second Thursday, at 8 p.m., at 8055 Collins Drive, Oakland.

Al Costa, Secretary-Treasurer

Local 856, San Francisco

February General Membership meeting will be held on Tuesday, February 28, at 8 p.m., at Grosvenor Airport Inn, 380 South Airport Blvd., South San Francisco (off Highway 101).

REVISED MEMBERSHIP MEETINGS FOR 1984

Unless otherwise indicated, meetings are held the last Tuesday of each month at the following locations:

East Bay:

Teamster Local 853, 8055 Collins Drive, Oakland (off Hegenberger Road near the Nimitz Freeway—behind Denny's)
Grosvenor Airport Inn, 380 South Airport Blvd., South San Francisco (off Highway 101)

West Bay:

Time:

DATE:

March 27

PLACE:

Oakland

April 24

May 29

June, July & August

September 25

October 30

November (Thanksgiving membership raffle meeting)

December 27 (Thursday)

South San Francisco

Oakland

Meetings suspended during summer

Oakland

South San Francisco

Date and location to be set

South San Francisco

Ben Leal, Secretary-Treasurer

Local 860, San Francisco

Second Wednesday, at 6 p.m., at 459 Fulton Street, San Francisco.

Herbert Suvaco, Secretary-Treasurer

Local 896, Oakland

Soft Drink Meetings: Saturday, February 25, at 9:30 a.m., and Saturday, March 24, at 9:30 a.m., both at 720 East 14th Street, Oakland.

Anheuser-Busch Meetings including Billy White employees and members: Tuesday, February 28, at 5 p.m., and Sunday, March 25, at 9:30 a.m., both at Teamsters Local 490 Hall, 445 Nebraska Street, Vallejo.

Bob Windsor, Business Representative

Local 912, Watsonville

General Membership meetings are held as follows at 163 West Lake Avenue, Watsonville:

Heavy Duty & Sales: Third Wednesday at 8 p.m.

Frozen Food & Cannery Apples: Fourth Tuesday at 8 p.m.

Richard F. King, Secretary-Treasurer

Local 921, San Francisco

February General Membership meetings will be held on Wednesday, February 22, at Laborers' Local 389, 300 7th Avenue, San Mateo.

March General Membership meetings will be held on Wednesday, March 28 at Teamsters Local 70's Hall, 70 Hegenberger Road, Oakland.

Day Employees: 1 p.m. **Night Employees:** 8:30 p.m.

Members failing to attend one of these meetings will be subject to a fine of not less than \$5. No excuses will be accepted for non-attendance except due to working, vacation, or illness, and unless they are received prior to date of meeting.

Victor Grupico, Secretary-Treasurer

Local 960, San Francisco

Thurd Tuesday at 8 p.m., at 450 Harrison Street, San Francisco.

Rudy Ortega, Secretary-Treasurer

Local 980, Santa Rosa

General Membership meetings will be held as follows:

Santa Rosa District: Fourth Thursday, at 8 p.m., at Santa Rosa Veterans Memorial Building, 1351 Maple Avenue, Santa Rosa.

Ukiah District: (For the Lake and Mendocino Counties membership) Third Wednesday, at 8 p.m., at the Grange Hall, 740 S. State Street, Ukiah.

Al Andrade, Secretary-Treasurer

Joint Council No. 38

Local 94, Visalia

Second Thursday, at 8 p.m., at Visalia Memorial Bldg., 609 West Center Street, Visalia.

Everett Hupp, Secretary-Treasurer

Local 439, Stockton

Third Wednesday, at 8 p.m., at the Union Hall, 1531 E. Fremont Street, Stockton.

Robert D. Plummer, Secretary-Treasurer

Chuck Elliott, President

Local 857, Sacramento

First Thursday, at 8 p.m., at 1930 "G" Street, Sacramento.

Alex Luscutoff, Secretary-Treasurer

Racketeering (from page 5)

ion representatives from holding office would be expanded to include a breach of a union or benefit trust fund office and the individual would be barred from holding that office;

3) The debarment from office would begin on the date of a Trial Court's decision. If an individual elected to appeal, his salary will be held in escrow pending the completion of the Appeals process; and,

4) The period of disqualification from a union office is increased from 5 to 10 years.

Last November 2, Senator Laxalt (R-NV) submitted a series of amendments to S. 1762, *The Comprehensive Crime Control Act of 1983*. Title XIII of the bill was similar to S. 336; these amendments will make it identical. S. 1762 can be called up for Floor debate at any time. If passed by the Senate it will then go to the House Judiciary Committee, not the Education and Labor Committee.

Status of Trucking Deregulation

Senator Robert Packwood (R-OR) has introduced two bills which would pick up where the Motor Carrier Act left off and completely deregulate the trucking industry. Along with the movement toward more deregulation, the House Public Works and Transportation and the Senate Commerce, Science and Transportation Committees held their annual oversight hearings on the state of the trucking industry under deregulation.

The Transportation Improvement Act, S. 48, would dissolve the Interstate Commerce Commission, the Federal Maritime Commission, and the Civil Aeronautics Board and create a National Transportation Commission which will assume the duties of all three agencies. This new Commission would have the power to deny or accept any proposed mergers between railroads and other modes of transportation based on the concept of "public need."

If passed, the bill would give the railroads a huge advantage in that they would be permitted to purchase trucking companies. Under current law, this practice is illegal.

S. 1680, The Trucking Competition Act, would:

1) "Sunset" the Interstate Commerce Commission's rate regulations and tariff filing requirements.

2) Transfer the safety functions of the Interstate Commerce Commission to the Department of Transportation.

3) Abolish the entry requirements based on economic factors.

4) Permit the Interstate Commerce Commission to exempt carriers from any remaining regulations that may be on then.

5) Require Congress to submit a report no later than January 1, 1986 addressing the questions of the need to retain any regulation over the trucking industry.

Tax Reform Act

The *Tax Reform Act*, H.R. 4170, will raise \$8 billion in new revenues.

On December 31, the moratorium which prohibits the Treasury Department from issuing rules on fringe benefit taxation expired. However, the Department has announced it does not plan to issue any rules pending action by Congress.

Congress is expected to act on H.R. 4170 sometime prior to March. Title V of the bill deals with the taxation of employee fringe benefits. If passed, the bill will:

1) Contain a non-discriminatory provision that will require any fringe benefit offered by an organization to be made available to all members, not just certain levels.

2) Permit interlining.

3) Permit the dependents and spouse of an airline employee to use free airline passes, however, the parents of single individuals are no longer eligible for this fringe benefit.

Trucking Deregulation hearings

General President Jackie Presser submitted a statement for the record and three unemployed Teamster truck drivers—Barney Huffman, Jack Chambers and Marvin Saunders—testified before the Senate Committee. However, General President Presser testified before the House Committee.

In his remarks, President Presser noted that deregulation has had a disastrous effect on our membership through mass layoffs, unemployment and company bankruptcies. He outlined a six-point program that, if enacted, would improve the health of the motor carrier industry. The plan would require:

1) The Secretary of Transportation to establish a job referral bank as required by the Motor Carrier Act.

2) Public need and carrier fitness should be a consideration in the Interstate Commerce Commission's decision to approve grants of operating authority.

3) The Interstate Commerce Commission

should establish a monitoring system to determine if carriers are meeting their service obligations as required by the grants of operating authority.

4) Congress should enact legislation to require the Secretary of Transportation to set minimum financial responsibility for carrier at \$75,000.

5) Congress should enact legislation to provide health care coverage to unemployed workers.

6) Congress must remedy the problems inherent to the bankruptcy laws, especially those that permit Chapter XI bankruptcies.

Testifying for the Administration was Secretary of Transportation Elizabeth Dole; Interstate Commerce Commission Chairman Reese Taylor; and William Baxter, head of the Justice Department's Anti-Trust Division.

Secretary Dole states that the Administration believed the reforms instituted by the Motor Carrier Act are working well and have improved the general health of the freight industry. In her concluding remarks, Secretary Dole told the Committee that the Administration is still considering legislation to further deregulate the industry and will actively support movement in that direction.

Pending bills in Congress

The following is a summary of other legislative proposals pending in the House and Senate that are of interest to our membership.

COAL SLURRY (H.R. 1010)—On September 27 the House defeated H.R. 1010. The bill would have permitted coal pipeline companies to invoke the right of federal eminent domain authority to acquire the rights of way necessary for the construction of coal pipelines. In light of the defeat of the House bill, it is unlikely the Senate will consider their version of slurry legislation.

SURFACE TRANSPORTATION TECHNICAL CORRECTIONS ACT (H.R. 3103)—Passed by the House and Senate but has not been released from Conference Committee. Bill extends the date for elimination of anti-trust immunity for collective ratemaking for single-line rates from July 1, 1984 to July 1, 1986. The bill also permits states to seek an exemption from the requirement they permit double trailers to operate on interstate highways. The request must be made to the Secretary of Transportation and she has 45 days in which to act on it.

NATIONAL TRAFFIC SAFETY ADMINISTRATION ACT (H.R. 4519)—The bill will create a National Traffic Safety Administration to be placed under the jurisdiction of the Department of Transportation. The new agency will assume all the duties, functions and programs of the National Highway Transportation Safety Administration and the Federal Highway Administration, including the Bureau of Motor Carrier Safety.

50 MILE RULE (H.R. 2562)—The bill will give the ILA the right, under collective bargaining agreements with shippers on the East and Gulf ports, to strip and stuff containers if they are within a 50 mile radius of port. On October 5 the House Merchant Marine Subcommittee failed to report the bill.

TRUCK SAFETY (S. 1108)—Title III of the bill will establish requirements for truck safety and provide a penalty structure to be assessed against those who are in violation of federal safety laws. Senator Danforth (R-MO), in an appearance before the Teamster Legislative Workshop, indicated he is giving consideration to separating Title III and introducing it as a separate piece of legislation dealing strictly with issues of truck safety.

BEER FRANCHISING (H.R. 2262)—Bill will permit exclusive territorial franchising in

the beer industry, making it clear that these agreements, if reasonable, are not a violation of federal anti-trust laws. Currently, beer wholesalers are selling their product outside of traditional areas and delivering it to customers in other areas. This practice of transshipping has resulted in job loss for our membership.

HOBBS ACT (H.R. 287, S. 462)—Minor offenses under state laws, i.e., a broken window, would become major federal felonies if these bills are passed. The consequences for workers would be devastating in that they would become subject to federal prosecution, extended jail terms and major fines.

ARMORED CAR DRIVERS (H.R. 2197)—The National Labor Relations Board considers armored car drivers and unarmed couriers guards. Under current law, these people can only be represented by a union that exclusively represents guards. The bill will repeal Section 9(b)(3) of the National Labor Relations Act to permit unions like our own to seek certification to organize and represent armored car drivers.

ARMED GUARDS (H.R. 2198)—The bill will repeal a Section of the National Labor Relations Act that states a union will receive certification if and only if they represent guards to the exclusion of all others.

CONTRACT DEBARMENT (H.R. 1748)—The bill would amend the National Labor Relations Act to permit the Secretary of Labor to prohibit the awarding of federal contracts to companies, unions or individuals who are frequent violators of federal labor law.

PLANT CLOSINGS (H.R. 2847)—The bill requires companies to give notice to workers, the federal and local government, communities, and unions in the event of an impending plant shutdown. If the plant does close, the employer must make income maintenance payments to laid-off workers for a period not to exceed one year. Further, the laid-off workers receive priority consideration for retraining or relocation.

LAW ENFORCEMENT (S. 2090)—The bill will extend the law enforcement powers of Labor Department Investigators. Under the bill, Investigators would have the power to execute warrants, make arrests if a crime is committed in their presence, and carry firearms.

DIESEL DIFFERENTIAL (H.R. 2124)—The bill would repeal the heavy vehicle use tax of the 1982 Highway Tax Act and replace it with an increase in the tax on diesel fuel. By April 1, the tax would be raised to 14¢ per gallon.

Jack Jackson

Jack Jackson, a member of San Francisco Teamsters Local 350 for 25 years, died January 3rd in San Mateo. Active in the Pilgrim Baptist Church, he had moved to the Bay Area in 1945 from his native Texas where he was the youngest of eight children in his

family. A veteran of the U.S. Army, he is survived by his wife, Ollie, son Jeffery, granddaughter Khahilia Jackson of Long Beach, brother Earl Jackson, Sr. of Galveston, Texas, and sister Gussie Baldwin of Texas City, Texas. He was 61.

IN MEMORIAM

Joint Council 7 and Local 439 officers extend condolences to the families and friends of the following Teamster members who died recently:

BRITTO, JOE, Local 70
DE COSTA, ELWARD, Local 70
FAGUNDES, WILLIAM C., Local 70
FERNANDEZ, TOMMY, Local 70
FROST, FRANCIS N., Local 70
HORCAJO, LEONARD M., Local 70
LINCOLN, CHARLES, Local 70
MAZZINI, LAWRENCE, Local 70
MOYER, FRED H., Local 70
STEFFEY, ELBERT C., Local 70
THOMAS, JAMES LEE, Local 70
TURNER, ATHON, Local 70
BILL, LOUIS, Local 85
CARUSO, PHILLIP, Local 85
DEBELLA, JOHN, Local 85
GOMES, SAM, Local 85
HAGGERTY, WILLIAM, Local 85
LENDahl, LOUIS, Local 85
McCOY, WILLIAM, Local 85
McGOLDRICK, FRANK, Local 85
NORGARD, GEORGE, Local 85
TAMORI, HIDEO, Local 85
SAUER, WILLIAM F., Local 216
DAMON, DANIEL, Local 226
HANDBACK, WALTER, Local 226
PEAK, CLYDE, Local 226
BELL, ELDRIDGE, Local 296
CROSS, MATTHEW, Local 296
McWHORTER, JACK, Local 296
BOND, GEORGE, Local 302
BIRSELL, MARK, Local 315
FABIG, WERNER, Local 315
MIELK, CHARLES, Local 315
MILLICK, LEONARD, Local 315
JACKSON, JACK J., Local 350
PAPPAS, NICK, Local 432
DAVIS, ALBERT, Local 439
MARCHER, CLARENCE, Local 439
SCHWICK, JAMES, Local 439
VANDER WERFF, ANDREW, Local 439
WILEY, WILLIAM C., Local 439

MADSEN, DAVID, Local 468
SCHROEDER, RICHARD A., Local 468
FOSTER, CURTIS, Local 484
JENNINGS, DALE, Local 484
OSBORNE, LESTER, Local 484
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SHISLER, CHARLES, Local 665
BUSH, VICTOR R., Local 853
DELGADO, MARADNIO, Local 853
DIXON, VERA, Local 853
DRISKILL, LOIS, Local 853
EVERIDGE, ED, Local 853
HAMOR, THELMA, Local 853
BLACKMER, ELELYN, Local 856
GOLDSTONE, CLIFFORD, Local 856
MATTOS, ELEISE, Local 856
BAUER, MINNIE, Local 860
OKUDA, TEIZO, Local 860
FRENGS, JAMES, Local 896
JOSEPH, MICHAEL, Local 896
PIUNTI, FRANK, Local 896
SILVESTRI, FRANK, Local 921
BAKER, AL, Local 980
DUCHENEAUX, PHILIP, Local 980
ELLEGE, WALTER, Local 980
McBURNIE, JOSEPH, Local 980
PEDRAZZI, AGATA, Local 980
RAYMOND, WILLIAM, Local 980
SCHOENTHAL, EDWARD, Local 980
SHEARON, ALFRED, Local 980
SHRUM, LLOYD, Local 980

Poll results (from Page 1)

tunities for businesses to respond to market conditions rather than to government regulators and therefore has opened opportunities for new motor carriers."

Mack letter

This embracing of what is still considered the No. 1 legislative injury of recent years to the hundreds of thousands of working Teamsters in the trucking industry, brought a "you-can't-really-mean-that" letter of protest to Mondale from Joint Council 7 President Chuck Mack. In his letter, Mack wrote:

"I have just had the opportunity to read your answers to the questions posed to you by the Northern California Teamster newspaper.

"While the Teamster members in the Bay Area appreciated your taking the time to answer these six questions, you might have been better off from a political standpoint by not responding.

"To praise truck deregulation in a Teamster newspaper is tantamount to extolling the virtues of the Ku Klux Klan to the N.A.A.C.P., or praising the benefits of alcohol to the Women's Christian Temperance Union.

Changes negative

"Contrary to the information you have, deregulation has not brought any positive changes of which we are aware—unless you consider 100,000 unemployed Teamsters, numerous trucking company bankruptcies and cut-throat competition positive changes. Teamster members throughout the country have suffered immeasurably since this legislation was enacted. As indicated above, many thousands have lost their jobs—and with that their Health & Welfare and Pension Benefits—as well as dreams of a better tomorrow. We have members with up to twenty years' seniority who are out of work.

"While, admittedly, a part of this unemployment is due to the recession in which the country finds itself, the large portion is attributable to deregulation. Relaxed entry requirements and cut-throat pricing have destroyed a number of old-line trucking companies that had Union contracts. You are quite right . . . opportunities have been opened for new motor carriers; and in almost all cases these carriers are operating non-union.

Ill-informed or uncaring

"With all due respect, your position on deregulation can only lead us to one of two conclusions: Either you are very ill-informed on this issue and what it has done to the Teamsters; or, you have no regard for the votes of Teamster members and are willing to write them off as the cost for supporting deregulation. If the latter is not the case, I would suggest that you talk to some of the truck drivers and warehousemen who belong to the Teamsters Union and let them educate you on this issue.

"If anything, I would hope you would not conclude from my letter that the issue of deregulation is important only to Union officials. Teamster members view it as the single most important political and economic issue they face. It quite literally means bread and butter on their table.

"Again, we appreciate your taking the time to respond to our queries."

Mondale has never replied to Mack's letter, written more than five months ago.

No comments until now

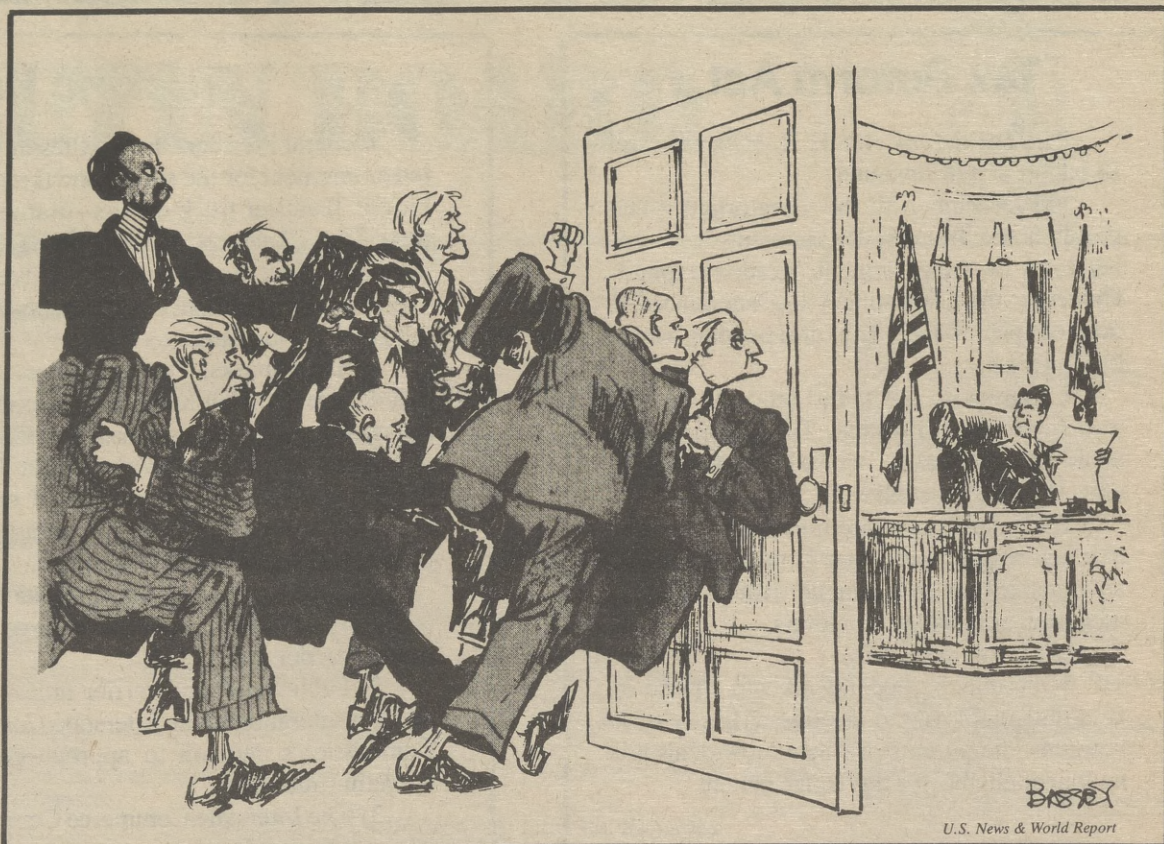
As promised, until now this newspaper has made no editorial comment on Mondale's position on deregulation, although we were unable to suppress inserting a "How's that again, Walter?" introduction line to his pro-deregulation interview reply. Also, we did not print Mack's indignant reaction because we thought, and Mack agreed, it would not be proper to attempt to influence members in their personal evaluation of the views expressed by any of the candidates, prior to their sending in their votes. However, we assumed that Mondale's unabashed support and praise of a measure which is destroying the safety conditions, employment opportunities, and traditional stability of one of the nation's vital industries, would outrage Teamster members.

Apparently, we have to conclude, many of them voted without reading Mondale's words.

Surprising totals

This assumption is strengthened by the comparatively small vote given Senator John Glenn who, in contrast, criticized "precipitous" deregulation and said, "At no time have I ever supported complete deregulation of the trucking and airline industries."

Even more startling is the extremely low vote received by Senator Ernest Hollings who was, by far, the most critical of all the responding candidates, stating that, "In 1980, when the trucking deregulation came up, I led the opposition, arguing that there's no education in the second kick of a mule," and said some of his fellow senators "still dreamy-eyed about the virtues of deregulation voted to throw out the



baby with the bathwater."

Mondale's support of deregulation remains relatively constant, it would appear from a letter he sent recently to Joint Council 32 President Jack Jorgensen in his home state, Minnesota. In the letter, printed in the December 22 issue of the Minnesota Teamster newspaper, after conceding that "deregulation in the airline and trucking industries has caused disruption in a number of ways," Mondale quickly added, "At the same time, there have been positive effects." Later in the letter, he concludes emphatically, "I believe the Motor Carrier Act 1980 (Ed. note: Trucking industry deregulation) should be enforced as long as it is on the books."

Reagan position

Close behind Mondale in the poll, with 1,951 votes, or approximately 32 percent of the total, was President Ronald Reagan.

Reagan's position on deregulation has been nebulous. On the one hand, his appointees to the Interstate Commerce Commission have continued the trend initiated by the Carter Administration toward further deregulation. On the other hand, it appears that the White House intervened with Secretary of Transportation Elizabeth Dole when she attempted to introduce legislation which would totally deregulate the transportation industry.

The Reagan vote total was a surprise. He has been castigated far and wide for insensitivity, for packing the N.L.R.B., and for failure to enforce OSHA safety regulations. Apparently many Teamsters don't put much stock in these criticisms, or have discounted them and believe that the President has done a job entitling him to continued support.

In his reply to our query on deregulation, Reagan said, "The ICC (Interstate Commerce Commission) tells me trucking service to small communities has not suffered at all, and in fact, improved in many cases as a result of deregulation." As for job losses, he said, "these job losses haven't resulted from the deregulation." He blamed them on a "decade of excessive government spending," even though his current program of piling up a record-shattering budget deficit may be his major soft spot for a Democratic attack in the campaign.

The others

The other candidates on deregulation?

Native-son Senator Cranston, who finished third in the poll, was not too critical, not too supportive. He played it safe. If safety, fair wages and prices, and good service "cannot be accomplished under deregulation, then we need re-regulation to bring order, out of disorder," he hedged.

George McGovern pointed to his 1978 opposition to the Airline Deregulation Act while he was in the Senate, and said he has the same concerns about trucking industry deregulation, but did not mention job losses.

Candidates Jesse Jackson, a late starter who has brought some excitement to a rather bland field of Democratic hopefuls and may be just the ignition button to make the July convention in San Francisco an exciting one, Gary Hart, and Reubin Askew did not send replies to the questionnaires sent to them. Their views on deregulation are unknown to us.

Answers to the other labor questions posed, offered no great surprises.

The proposed amendments to the pro-labor Davis-Bacon Act and Hobbs Act are opposed emphatically by Mondale, Cranston, Glenn, Hart, McGovern, and Hollings. Reagan favors leaving the Davis-Bacon Act alone, but supports amending the Hobbs Act. The positions of Jackson and Askew are not known.

On Open Shop versus Closed Shop, embodied in so-called Right-to-Work laws, Mondale, Hart, and Cranston are in outright opposition to Right-to-Work, Reagan and McGovern would leave it to the individual states to decide, as the law reads now; Glenn believes the issue should be negotiated between labor and management, and Hollings believes the question should be decided by the workers. Askew is the only candidate who reportedly is on record as being in favor of retaining right-to-work laws. The views of Jackson are unknown.

All the Democratic candidates responding supported the OSHA worker safety program. Reagan did also, adding that the Administration was making "our protection efforts as cost effective as possible."

While Askew did not return replies to the questions sent to him, media reports have noted that he denounced domestic content legislation in Congress which would require fixed levels of U.S. labor and parts in foreign cars sold in this country. Several unions have charged that the former Florida Governor is too pro-business.

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